

## CHAPTER VI.

## TRADE AND CRAFTS.

## SECTION I.—COMMUNICATIONS.

ITS seaboard of seventy-six miles, its large estuaries and navigable rivers and backwaters, and the easiness of some of its hill-passes have in all times of settled government attracted a considerable trade to the Kánara coast. The chief rivers of the district, the Kálinadi which is navigable for twenty miles as far as Kadra, the Gangávali for fifteen miles as far as Gundballa, the Tadri for fifteen miles as far as Uppinpatna, and the Shirávati for seventeen miles as far as Gersappa, which have all large estuaries and ports near their mouths, give much facility for inland traffic by small boats of one to nine tons. Besides along the rivers, from very early times, the cloth and iron of the inland districts, and the local pepper betelnut sugar and sandalwood probably came in head-loads and on bullock and ass back down the Anshi, the Kaiga, the Arbail, the Devimani, the Gersappa, and other Sahyádri passes. No trace or tradition remains of early Hindu roads or hill-passes. During the second half of the eighteenth century, Haidar paved some of the hill-passes with laterite and granite and cleared some foot-paths through the forests. Traces of these foot-paths, which are known as Haidar's Paths, remain near the Bingi and Kadra hills, and at Kadvad, Sadáshivgad, and Mirján. When, after the fall of Seringáptam (1799) the district came into the possession of the English, there were no made roads except foot-paths connecting the chief towns. The hill-passes were rugged and impracticable, those chiefly used being the Tinai, the Anshi, the Kaiga, the Arbail, the Devimani, and the Gersappa.<sup>1</sup>

Since the English conquest communications have been greatly improved. New high roads have been built and hill-passes opened joining the district with the Bombay Karnatak, the Nizám's dominions, Bellári, and Maisur. There are seventeen chief passes, two in Kárwár, the Gopshitta and Kaiga; two in Honávar, Hogevasi and Gundil-katta; six in Supa, Tinai, Kuveshi, Diggi, Kundal, Dhokarpa, and Anshi; two in Yellápur, Ganeshgudi and Arbail;

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<sup>1</sup> During the British operations in support of the Peshwa in 1802, six 12-pounders with military stores and provisions were moved from Goa to Haliyál across the Tinai pass, when the pass was opened and repaired. Duke of Wellington's Despatches India, III. 382, 383, 586. Salted provisions, spirit kegs, and rice were often taken from Goa by the Tinai pass for the troops then in North Kánara. Ditto, 531-33. Troops from Mangalor were moved to Haliyál by the Arbail pass in January 1803. Ditto, 549.

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four in Sirsi, Vadi, Devimani, Nilkund, and Dodamani; and one in Siddápur, Gersappa. Of these seventeen passes the three most important are the Arbail in Yellápur, the Devimani in Sirsi, and the Gersappa in Siddápur.<sup>1</sup>

Of the two Kárwár passes the Gopshitta lies twelve miles north-east of Kárwár, and joins Kadra with Sadáshivgad. The Kaiga pass, about twenty miles east of Kárwár, is crossed by the Kárwár-Yellápur road and is not yet wholly passable by carts. Of the two Honávar hill-passes, the Hogevasi, twenty-two south-east of Honávar, and the Gundil-katta, fifteen miles south-east of Honávar, are the southmost Sahyádrí passes with bullock-tracks leading into Maisur; they are seldom used. Of the six Supa passes the Tinai, thirty miles north-west of Supa and twenty-one miles long; the Kuveshi, fifteen miles north-west of Supa and thirteen miles long; the Diggi, seventeen miles west of Supa and eighteen miles long; the Kundal, twenty-two miles south-west of Supa and seven miles long; and the Dhokarpa, twenty-five miles north of Kárwár and six miles long, are in the west of Supa, and all meet the Kadra-Belgaum road by the Anshi pass. These are bullock-tracks, all leading into Portuguese territory, and are chiefly used for the import of cheap salt and salted food from Goa into Supa and other adjoining British districts above the Sahyádris. The Anshi, about twenty-five miles south-west of Supa, is crossed by the Kádra-Belgaum road. Of the two Yellápur hill-passes the Ganeshgudi hill-pass which lies nine miles west of Yellápur is crossed by the Yellápur-Kadra road. The Arbail lies twelve miles south of Yellápur, and over it runs the metalled and bridged Kárwár-Dhárwár road from eighteen to twenty-four feet broad. Of the four Sirsi passes, the Vadi pass, about twenty-four miles west of Sirsi, has a road thirty-two miles long from Sirsi to Hillur, not practicable for carts. The Devimani lies twenty-one miles south of Sirsi and seventeen east of Kumta, and is crossed by the metalled and bridged Kumta-Dhárwár road which is eighteen to twenty-four feet broad. The Nilkund hill-pass, about sixteen miles west of Sirsi, has a cart-road up to the foot of the pass from Kumta to Amadalli on the Dhárwár-Kumta road. The Dodamani hill-pass, about thirty miles west of Sirsi, has a bullock-track eighteen miles long from Bilgi to Mankibail, where it joins the Nilkund road. The Gersappa hill-pass in Siddápur lies about fifteen miles south-west of Siddápur, and is crossed by a metalled road from the port of Gersappa to Talguppa in Maisur. ■

Roads.

There are four main lines of roads, beginning from the north, the Kádra-Belgaum road by Supa and the Anshi pass, fifty-two miles long; the Kárwár-Dhárwár road by Yellápur and the Arbail pass, 74½ miles long; the Kumta-Dhárwár road by Sirsi and the Devimani pass, 78½ miles long; and the Ankola-Belki coast road, about seventy-three miles long. The Kadra-Belgaum road by Supa, Haliyál, and the Anshi pass, fifty-two miles long, leads into Belgaum at Shetona. It is *murumed* or trap-gravelled, partially bridged, and during the

<sup>1</sup> Details of these hill-passes are given under Places of Interest.

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fair season is passable by carts. During the rains when the numerous branches of the Kálinadi overflow their banks, communication is kept up by temporary bamboo and wood foot-bridges. The road passes through beautiful forest and hill scenery. Besides a district bungalow at Haliyál and a travellers' bungalow at Supa, it has a number of rest-houses or *dharmshálas* at convenient distances. The Kárwár-Dhárwár road by Yellápur and the Arbail pass, 74½ miles long and eighteen to twenty-four feet broad, meets the Dhárwár frontier at Sangtikop. The road is bridged and metalled throughout with schist granite and gneiss. About £127,830 (Rs. 12,78,300) were spent in making the first eighteen miles from Kárwár and in widening the rest. Its yearly repairs cost about £3300 (Rs. 33,000). It has five travellers' bungalows, beginning from Kárwár one each at Kárwár, Sanksal, Arbail, Yellápur, and Kirvatti. The Kumta-Dhárwár road by Sirsi and the Devimani pass, with a length of 78½ miles and a breadth of twenty to twenty-four feet, meets the Dhárwár frontier at Yergatti or Ergati. Except for the first four miles and a half from Kumta, the road is metalled throughout with granite and schist. It is also bridged except at Devgi three miles from Kumta, where the Tadri is crossed by ferry boats. It has eight travellers' bungalows, beginning from Kumta one each at Kumta, Katgal, Devimani, Sampkand, Sirsi, Ekanbi, Palla, and Mundgod. The outlay in making the road is not recorded; its yearly repairs amount to about £3400 (Rs. 34,000). The Ankola-Belki road is a coast cart-road seventy-three miles long. It has five travellers' bungalows, beginning from the north one each at Ankola, Gokarn, Mirján, Honávar, and Murdeshvar. In addition to these trunk-roads many branch lines have been made of which the following may be noticed. The Kumta-Dhárwár road has been joined by eight branch lines: Beginning from the Dhárwár frontier, at Mundgod, by the Mundgod-Yellápur road twenty-five miles long; at Palla, by the bridged and metalled Palla-Bankápur road of two miles made at a cost of £75 (Rs. 750); at Ekanbi, by the bridged and metalled Ekanbi-Samasgi road of six miles; at Sirsi by three roads, the bridged unmetalled Sirsi-Banavási road of fourteen miles with a travellers' bungalow at Banavási, the Sirsi-Yellápur local fund-fair weather road neither bridged nor metalled of thirty miles, and the Sirsi-Kodkani local fund road temporarily bridged and unmetalled of thirty-three miles with a travellers' bungalow at Siddápur and at Kodkani; at Sampkand, by the Sampkand-Kumta road through the Nilkund pass, unmetalled, partially bridged and partially passable for carts, of thirty-one miles with a travellers' bungalow at Santgal; and at Katgal by the schist-metalled Katgal-Uppinpattan road, a mile long and connecting the main line with Uppinpattan, the highest navigable point on the Tadri river.

The Kárwár-Dhárwár road is joined by seven branch lines: Beginning from the Dhárwár frontier, it is joined at Yellápur by four branch roads, the unmetalled and temporarily bridged Yellápur-Bankápur cart-road of about twenty-nine miles with an iron bridge at Siddlegundi built at a cost of about £7500 (Rs. 75,000); the Yellápur-Kaiga bridged cart-road of about fifty-four miles, which, built at a cost of about £34,500 (Rs. 3,45,000), was abandoned as a

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Provincial road and has been completed (1882) at a cost of about £1600 (Rs. 16,000) and is maintained from local funds; the Yellápur-Barballi fair weather road by Ganeshgudi of eighteen miles; and the Yellápur-Haliyál temporarily bridged fair weather road of thirty miles with three masonry bridges built at a cost of about £6000 (Rs. 60,000); at Hebbul, two miles south of Sunksál, by the Hebbul-Sánikatta unmetalled and bridged road of about eighteen miles leading to the mouth of the Tadri; at Agsur, about eight miles west of Hebbul, by the Agsur-Sirsi temporarily bridged and trap-gravelled or *murumed* road, about forty-three miles long and passable for carts thirty-three miles from Sirsi to the steep top of the Vadi pass; and at Balliguli, about six miles west of Agsur, by the unmetalled Agsur-Ankola road, of two miles. The Kadra-Belgaum road is met by four branch roads and four passes: Beginning from the Dhárwár frontier, at Haliyál by three roads, the Kalghatgi-Haliyál fair weather road of fourteen miles; the Haliyál-Dhárwár bridged and unmetalled road of four miles; and the Haliyál-Belgaum bridged and unmetalled road of nine miles to Lingaumat built at a cost of about £5140 (Rs. 51,400); and at Supa by the partially bridged fair weather forest road of about twenty-four miles. The four hill-passes connected with the Kadra-Belgaum road are, the Kuveshi of thirteen miles, the Digi of eighteen, the Kundal of seven, and the Dhokarpa of six. All of them are bullock tracks joining the Kadra-Belgaum road with Goa territory.

Besides these branch roads, there are five lines unconnected with any of the trunk roads. The Gersappa-'algappa road of about twenty-five miles leads by the well-known Kodkani falls to Talgappa on the Maisur frontier. The road is unmetalled but bridged mostly with temporary wooden bridges. It has a travellers' bungalow at Kodkani. The road was built in 1854 at a cost of about £7850 (Rs. 78,500). Both the Siddápur-Maisur road of five miles bridged but not metalled, and the Banavási-Maisur fair weather road of four miles, lead into Maisur. The Konay-Kodibág bridged and metalled road of two miles, is an extension of the Kárwár-Dhárwár road; and the Usoda-Tinai fair-weather road by Jagalbet, of four miles, joins the Supa-Haliyál road with the Tinai hill-pass.

Tolls.

Of thirteen toll-bars eight are on Provincial and five are on Local Fund roads. Of the eight Provincial toll-bars three are on the Kárwár-Dhárwár road by the Arbail pass, one each at Amadalli, Sunksál, and Yellápur; three on the Kumta-Dhárwár road by the Devimani pass, one each at Ekambi, Nilikeni, and Kamanguli; one on the Gersappa-'algappa road by the Gersappa pass at Malemane; and one on the Dhárwár-Tinaighát road by Supa and Haliyál at Tinai. Of the five local fund toll-bars two are on the Sanksal-Kumta road, one each at Gundballa and Bargi; one on the Sirsi-Kumta road by the Nilkund pass at Santgal; and two on the Siddápur-Kodkani road, one each at Siddápur and Killer. The toll revenue amounted to about £5180 (Rs. 51,800) in 1882 against £5250 (Rs. 52,500) in 1881, that is a fall of about £70, the Provincial receipts in 1882 being £1850 (Rs. 48,500) against £4815 (Rs. 48,150) in 1881, and the local fund receipts to £330 (Rs. 3300) against £435 (Rs. 4350).

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## Bridges.

Of ten bridges built over creeks and rivers, the Handimadi wood bridge on the Kárwár-Dhárwár road by the Arbail pass, has laterite piers and seven spans of thirty feet each. It was built in 1874 from Provincial funds at a cost of £3040 (Rs. 30,400). The Anegundi wood bridge on the Kumta-Dhárwár road has granite piers and three spans of about thirty-three feet each. It was built in 1879 from Provincial funds at a cost of about £3600 (Rs. 36,000). The Benihalla wood bridge on the Kumta-Dhárwár road has masonry piers and five spans of thirty-three feet each. It was built in 1883 from Provincial funds at a cost of £2825 (Rs. 28,250). The Konay iron girder bridge over the Konay stream on the wharf-road in Kárwár has iron piers and two spans of forty feet each. It was built in 1864 from Provincial funds at a cost of £6763 (Rs. 67,630). The Hattikeri iron bridge over the Belikeri creek in Ankola has granite piers and four spans, two of forty-two and two of fifty-four feet. It was built in 1874 from Provincial funds at a cost of £3439 (Rs. 34,390). The Tattihalla brick-arched bridge on the Haliyál-Belgaum road has granite abutments and three spans, one of sixty and two of twenty-five feet each. It was built in 1875 from forest and Provincial funds at a cost of £2239 (Rs. 22,390). The Birchi wood bridge on the Haliyál-Supa road has masonry piers and four spans of about thirty-seven feet each. It was built in 1882 from Provincial and forest funds at a cost of £2347 (Rs. 23,470). The second Tattihalla granite-arched bridge on the Haliyál-Yellápur road has three spans of forty feet each. It was built from forest and Provincial funds at a cost of £3563 (Rs. 35,630). The Sidlegundi iron lattice-girder bridge on the Yellápur-Bankápur road has granite piers and three spans, one of eighty-five feet and two of twenty feet each. It was built in 1872 from Provincial funds at a cost of £7535 (Rs. 75,350). The Bedti wood bridge on the Yellápur-Sirsi road has granite piers and ten spans of thirty-five feet each. It was built in 1879 from forest and Provincial funds at a cost of £2607 (Rs. 26,070).

Kánara is comparatively well supplied with accommodation for travellers, having twenty-four travellers' and three district bungalows and forty-eight rest-houses or *dharmshálas*. Of the twenty-four travellers' bungalows sixteen are Provincial and eight local fund, and eleven are in the coast and thirteen in the upland sub-divisions. One travellers' bungalow at Kárwár is Provincial; of the three in Ankola, the one at Sunksál is Provincial and those at Ankola and Gundbala are local fund; of the five in Kumta, those at Kumta and Katgal are Provincial and those at Santgal, Gokarn, and Mirján are local fund; of the two in Honávar, at Honávar and Murdeshvar, both are local fund; the one at Konadi in Supa is Provincial; of the five in Yellápur, at Yellápur, Arbail, Kirvatti, Palla, and Mundgod, all are Provincial; of the five in Sirsi, at Sirsi, Devimani, Sampkand, Ekambi, and Banavási, all are Provincial; and of the two in Siddápur, at Siddápur and Kodkani, both are local fund. Of these twenty-four bungalows seven are of the first class, at Kárwár, Kumta, Santgal, Honávar, Yellápur, Sirsi, and Kodkani. The first class bungalows are well supplied with tables, cots, chairs, and crockery, and charge a daily fee of 2s. (Re. 1). The remaining seventeen are second class bungalows. They are

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supplied though less completely with the same articles as the first class bungalows and charge a daily fee of 1s. (8 *ans.*). The Kárwár Provincial first class bungalow, at the village of Baitkul on the Kárwár-Dhárwár road, was built in 1865 at a cost of £995 (Rs. 9950). It is a laterite-built bungalow with a tiled roof and has three large rooms, two dressing-rooms, and three bath-rooms, with out-houses. Of the three Ankola bungalows the Sunksál Provincial bungalow on the Kárwár-Dhárwár road was built from local funds in 1868 at a cost of £93 (Rs. 930). It is mud-walled, tile-roofed, and has two rooms, verandas, and out-houses. The Ankola local fund bungalow on the Ankola-Kumta road was built in 1833 at a cost of £13 (Rs. 130). It is mud-walled, thatch-roofed, and has two rooms and out-houses. The Gundbala local fund bungalow on the Hiregutti-Hebul road was built in 1828 at a cost of £18 (Rs. 180). It is mud-walled and tile-roofed and has two rooms with out-houses. Of the five Kumta bungalows the Kumta first class Provincial bungalow, at the village of Hali-Hervatti on the Kumta-Dhárwár road, was built in 1856 at a cost of £194 (Rs. 1940) and was repaired in 1871 from local funds at a cost of £19 (Rs. 190). It is laterite-built and tile-roofed, and has two rooms with out-houses. The Katgal Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £91 (Rs. 910). It is mud-walled and thatch-roofed, and has two rooms and out-houses. The Santgal first class local fund bungalow on the Kumta-Sirsi road through the Nilkund pass was built in 1842 at a cost of £51 (Rs. 510) and repaired in 1873 from local funds at a cost of £50 (Rs. 500). It is mud-walled and tile-roofed, and has four rooms and out-houses. The Gokarn local fund bungalow on the coast-bridle road was built in 1825 at a cost of £43 (Rs. 430). It is mud-walled and thatch-roofed, and has three rooms with out-houses. The Mirján local fund bungalow on the Ankola-Belki coast road was built in 1834 at a cost of £10 (Rs. 100), and repaired in 1873 from local funds, at a cost of £60 (Rs. 600). It is mud-walled and tile-roofed, and has three rooms with out-houses. Of the Honávar bungalows the Honávar first class local fund bungalow on the Ankola-Belki coast road was built in 1846 from local funds at a cost of £208 (Rs. 2080). It is laterite-built and tile-roofed, and has six rooms and out-houses. At Murdeshvar a small mud-walled building is used as a travellers' bungalow for which no fees are charged. It is maintained by local funds. The Supa Provincial bungalow, at the village of Konadi near Supa on the Kadra-Belgaum road by the Anshi pass, was built in 1872 from local funds at a cost of £100 (Rs. 1000). It is brick-built and tile-roofed, and has one large room and out-houses. Of the five Yellápur bungalows the Yellápur first class Provincial bungalow on the Kárwár-Dhárwár road by the Arbail pass was built in 1868 from Imperial and local funds at a cost of £913 (Rs. 9130). It is brick-built and tile-roofed, and has four rooms and out-houses. The Arbail Provincial bungalow on the Kárwár-Dhárwár road was built in 1868 from local funds at a cost of £102 (Rs. 1020). It is mud-walled and thatch-roofed, and has one room, veranda, and out-houses. The Kirvatti Provincial bungalow on the Kárwár-Dhárwár road was built in 1868 at a cost of £99 (Rs. 990), and

repaired in 1870 at a cost of £57 (Rs. 570), both from local funds. It is laterite-built and tile-roofed and has two rooms and out-houses. The Palla Provincial bungalow on the Kumta-Dhárwár road was built in 1824 at a cost of £22 (Rs. 220). It is brick-walled and thatch-roofed, and has two rooms and out-houses. The Mundgod Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £70 (Rs. 700). It is brick-walled and thatch-roofed, and has two rooms and out-houses. Of the five Sirsi bungalows the Sirsi first class Provincial bungalow on the Kumta-Dhárwár road was built in 1848 at a cost of £261 (Rs. 2610). It is laterite-built and tile-roofed, and has two rooms and out-houses. The Devimani Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £182 (Rs. 1820) and repaired in 1870 from local funds at a cost of £80 (Rs. 800). It is stone-built and tile-roofed, and has two rooms and out-houses. The Sampkand Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £68 (Rs. 680) and repaired in 1871 from local funds at a cost of £30 (Rs. 300). It is mud-walled, and bamboo and tile roofed, and has two rooms and out-houses. The Ekambi Provincial bungalow on the Kumta-Dhárwár road was built in 1865 at a cost of £70 (Rs. 700). It is mud-walled and thatch-roofed, and has two rooms and out-houses. The Banavási Provincial bungalow on the Sirsi-Banavási road was built in 1823 at a cost of £16 (Rs. 160). It is mud-walled and thatch-roofed, and has one room and out-houses. Of the three Siddápur bungalows, the Siddápur local fund bungalow, at the village of Kondli on the Sirsi-Kodkani road, was built in 1868 at a cost of £65 (Rs. 650) and repaired in 1871 and 1874 at a cost of £97 (Rs. 970), both times from local funds. It is mud-walled and tile-roofed and has four rooms and out-houses. The Kodkani first class local fund bungalow on the Gersappa-Talguppa road was built in 1872 from Imperial funds at a cost of £1465 (Rs. 14,650). It is stone-built and tile-roofed, and has seven rooms and out-houses. Besides the twenty-four travellers' bungalows, there are three district bungalows, one each at Sadáshivgad in Kárwár, at Haliyál in Supa, and at Sirsi. The Sadáshivgad bungalow is at the village of Chitakul on a hill-top near the high-road leading from Sadáshivgad into Goa. It is laterite-built and tile-roofed, and has four rooms and out-houses. It was bought for £120 (Rs. 1200) in the year 1872. The Haliyál bungalow was built in 1827 at a cost of £18 (Rs. 180). It is brick-built and tile-roofed and has a large room and out-houses. The Sirsi bungalow on the Kumta-Dhárwár road was built in 1866 from Imperial funds at a cost of £461 (Rs. 4160). It is laterite-built and tile-roofed and has six rooms and out-houses.

Of rest-houses, which are called *dharmshálás* or charity-houses because travellers have free quarters, there are fifty, seven in Kárwár, six in Ankola, six in Kumta, six in Honávar, nine in Supa, four in Yellápur, seven in Sirsi, and five in Siddápur. Except some which are brick-built in a quadrangular shape with a courtyard in the centre, the rest-houses as a rule are built of laterite with six to ten unconnected rooms and surrounded by a three feet high masonry parapet wall. Except five or six which are roofed with thatch or palm leaves, the rest-houses are tile-roofed. Though

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without furniture, the accommodation is good and is sufficient to hold several families. Each rest-house is supplied with a well, built from local funds. Except two built by private individuals and three or four from Imperial and municipal funds, most of the rest-houses have been built from local funds. The average cost of a rest-house is about £100 (Rs. 1000).

## Ferries.

Except on the smaller rivers and creeks which, during the fair season, are fordable at low water, public ferries are kept on the chief rivers and creeks for the transport of goods and passengers. Of thirty ferries maintained from local funds, two work only during the rainy season and the remaining twenty-eight throughout the year. Of these nine work over the Kálinadi, seven in Kárwár, and two in Supa; thirteen in Kumta, six over the Tadri, four over the Gangávali, and three over small creeks; four in Honávar, one each over the Shirávati, the Haldipur, the Venktápur, and the Tudalli; and two in Sirsi both across the Vardha. The two that work only during the rainy season have been lately opened from local funds as public ferries, one on the Mavinhalla creek and the other at Manki in Honávar. The ferry revenue amounted to about £1654 (Rs. 16,540) in 1880, £1525 (Rs. 15,250) in 1881, and £1575 (Rs. 15,750) in 1882, that is a fall of £129 (Rs. 1290) in 1881 compared to 1880, and a rise of £50 (Rs. 500) in 1882 compared to 1881.

## \* Post Offices.

Kánara forms part of the Dhárwár postal division. Besides the chief receiving and disbursing office at Kárwár, it contains seventeen sub and eleven village post offices. The chief disbursing office at Kárwár is in charge of a postmaster who draws a yearly salary of £108 (Rs. 1080) with an establishment which costs £180 (Rs. 1800) a year. The seventeen sub-offices at Ankola, Balegulli, Banki-kol, Banavási, Bhatkal, Gokarn, Haliyál, Honávar, Kumta, Manki, Mundgod, Murdeshvar, Sadáshivgad, Siddápur, Sirsi, Supa, and Yellápur, are in charge of sub-postmasters, drawing £12 to £60 (Rs. 120 - Rs. 600) a year. The eleven village post offices at Avarsa, Haldipur, Islur, Karki, Kasarkode, Majali, Malgi, Mudgeri, Palla, Sambrani, and Shiralli are in charge of village schoolmasters who receive, in addition to their pay as schoolmasters, yearly allowances varying from £2 8s. to £7 4s. (Rs. 24 - Rs. 72). Letters are delivered at Kárwár by three postmen, at Kumta by two, and at each of the remaining sub-offices by one postman, all drawing yearly salaries of £9 12s. (Rs. 96), except one postman at Kárwár who draws £12 (Rs. 120) a year. At the village post office letters are delivered by postal runners who receive yearly from £1 4s. to £2 8s. (Rs. 12 - Rs. 24) for this additional work. Of the 101 postal runners ninety-five are paid yearly from £7 4s. to £9 12s. (Rs. 72 - Rs. 96) from Imperial funds, and the remaining six who run on the Yellápur-Mundgod postal line are paid £8 8s. (Rs. 84) a year from Provincial funds. The post offices are supervised by the superintendent of post offices, Dhárwár Division, who has a yearly salary of £408 (Rs. 4080). The superintendent is assisted in Kánara by an inspector drawing £96 (Rs. 960) a year. The three chief postal lines are the Kárwár-Hubli line by the Arbail pass, 104 miles long the